Goods sold as low as at any concurrent concurrent and the Captain is scrong and doing well; at Chicago pet the Morton a, the sufferer, arrived this meroing on a, the sufferer, arrived this meroing on the arrival of the boat. A comparison the configuration of the boat of the boat of the boat of the boat. A comparison the configuration of the boat of t

ooked in the same direction. Capt. D. thinks they must have seen him, but the vessel held on her course, and the hope of rescue, which he had in-

to swim sahore, pangs of hunter became so pressing to least, that the poor sufferer attempted to send body that floated near him, with the board body that floated near min, with the hought of saustying it by eating a portion we creature, but it eluded his grasp. After does not know when, he gnawed one of a to relieve the pan of famine, and after a gnawed the other in the same manner. Impossible for the imagination to conceive

where day brought no relief and hardy not the long, dreary night added to the hor-skituation—was drifted at the mercy of the has situation—was drifted at the mercy of the as. Happily, however, by the operation of trial law, by which the intensity of human og after a time deadens the capacity to feel at Davis has but an indistinct remembrance trial through which he has passed. For hit the time he was in a state of semi-contess, and at times he must have slept, on the strong instinct of self-preservation entities, through all, to maintain a firm gripe the spar.

Someone picked up y the description was paid to his wants which humanity could suggest, and a physician (whose name we were not able to learn) was taken on board at Michigan City, who bound up his wounded hands, and otherwise monistered to his relief. This morning he was quite cheerful, though much emaciated from his long famine, and the prospect is that he will shortly recover. It will be some time, however, before he will have the use of his hands, as they are very much compeded and benumbed by his long continued grasp upon the spar, and the gaawing to which they were subjected. His whole body, with the exception of his head and hands, being immersed in the water, he did not suffer much with cold until the hast night of his exposure. in the water, ne did to exposure.
3il the last night of his exposure.
[Chicago Tribune, 7th.

Post-Office Operations. The Postmaster General has established the bllowing new Post Ollices for the week ending

Country	Great.	L Commission.
Washington .	# e	Warren Leignion
		James B Rand
		Wm H Mills
Herk mer	**	Charles Johnson
nocalsed	**	H Springsteen
Marton		A Prichard
Davle		Enoch G Clouse
Wi ston	Miss.	R D Brown
Philipa	ATK	Zeniri Barney
Phillips		James W Muncy
Phulips		Miles Knowlton
Johnson		Sidney B Cozart
		Charles Tibbetts
Liste		Henry A Nichols
Jackson		Samuel Cotton
thetoygan	Win .	W G Mallory
	Washington Rosatogamo Casuga Herk mer socalasi Marton Davie Wiston Philips Philips Johnson Sta R Late Late	Ros Mogento N. H. Casupa N. Y. Herk mer Socaland N. G. Marlon Va. Davie N. G. Wi sion Miss, Philips Ark. Philips Johnson Ind. Late Ind. Late Ind.

Wilkinsonvil e Chesterfield, Var. Nottoway, C. H. Nottoway, Var. Sandfield, Fairfield dist. S. C; Old Whitey, way, Va. Sandfold, Falthed dist. S.C.; Old Whitey, Oraves, Ky. RAMES GRANGED—The River Mills, Nelson county, Va. named changed to "Ptement." stony Battery, Newberg district S. G. name changed to ! Frog Level."

Interesting from Council Bluffs—Indian Troubles.—The steamer Saluda returned last night from Council Bluffs She left the Bluffs on she 28th ult. Her officers inform us that the Ottoe and Chyane Indians had a battle, and that it is shought aumbers fell on either side. The Ottoes, who live at the mouth of the Platte, on the South side of the Missouri River, have just returned from their Summer hunt. They report that they were attacked by the Chyanes on the head waters of the Big Blue, and that a desperate battle was Soughs—the Ottoes coming off victors. The Ottoes, however, bring home no scalps, and but little buffalo meat, and the impression is that the Chyanes had the best of the fight. The Ottoes since their return have behaved very disgracefully, the their return have behaved very disgracefully, the whole tribe drinking and fighting among themselves and murders are of daily occurrence. A few michts since they were attacked, no doubt by the Pawnee Indians, and lost eighteen of their borses. The Ottoes were busily engaged on the 26th of in removing their women and children to the lowa side of the river, and have since been preparing for battle. We may expect soon to hear of some of blood and carnage, not known of late

years upon the Plains. Churk's pe, or Big Haw, head chief of the Ot-Zoes, died on the 23d, and was buried on the south side of the Platte. It is said nearly all the tribe, ing his own family, were too drunk to attend

Ansag the passengers on the Saluda was a re-surning California ensignant, from New-York. He got as far as Fort Laranie, where the last of his got as far as Fort Larante, where the last of his company died from cholera, and becoming discouraced, he determined to retrace his steps. His impression is, that no less than one thousand emigrants died this year between Fort Laramie and the Setes. [St. Louis (40) Intelligencer, 5th.

RATEROAD ACCIDENT—An accident occurred yesterday on the Housatonic Hulroad, which came near being a serious one. The Bridgeport up train was behind time, and stopping at New-Milford to water, the down train came upon it before it could be tawitched off. The engineer sacing that the water, the down train came upon it before it could be "switched off." The engineer, seeing that the down train would be upon him, reversed his engine, and imped off—and his train was driven back into a line of bagage cars with such force as to destroy some half a down of them. One of the brak-men had his leg broken, several others were badly bruised, and the whole roughly handled. It strikes us that there was blame somewhere. A gentl-man who was in the down train, says he never saw so great a wreck of cars for so little damage to passeogers. [N. Haven Reg'r, 13th.

ROOFING. GOODWINS PATENT CEMENT RESHEATHING makes a ugak, cleap, light and dirable Roof. Done or rough plank for 14 cents per foot; over tin or slungles, 34 cents and warranted. Office, 124 Canal-st. Cor. Laureus.

CLOTHING.

SHIRTS, UNDERSHIRTS, DRAWERS. SANXAY'S GENTLEMEN'S FURNISHERY.

EXECUTO 10 FORM their friends and the public that they believe opened a sore for the sale of ready-made clothing

The TAILABE — D. HULL would respectfully in Item ine trade that he has permanently loca at account to this city, for the purpose of secting his sape for exact of Garment Guting. The hest failors in the trade—sho are using the system will be given as forence. Office 304 Broadway. Office hours from 8 to 10 A. M. a. d. 2 to 4 P. M. Charsee Monday Evening from 7 to 10 P. M. Allorders and letters addressed to me, as above, will receive to mediate attention.

FOR SALE.

Price \$7,000. Half may remain on bond and in Apply to DENNIS McMAHON, Jr \$11 Jw

FOR SALE AT HARLEM—Five or ten lots for ground beautifully situated on One-hundred and four-tenth and One-hundred and-fifteenth-sts between Third and Fourth avs. For each or immediate disposal,

COUNTRY HOUSE FOR SALE-A large conveniently arranged house at Oyster Bay, L. I. fitted either for a natural decolution conveniently arranged house at Oyster Bay, L. I. fittee either for a private dwelling or for a boarding-house II has a large garden around it, and a good barn and earri-age-house. Inquire of STEPHEN ANGELIA, Printer, Spruce-st, or of DANIEL COX, Oyster Bay, and 7 im*

PIANO-FORTES FOR SALE.

Persons about purchasing Planes will find
it to their advantage to call at BENNET &

GOMPANY'S Manufactory, 132 Fulton-st.

LEUCHTE & NEWTON. Plano Forte manufactory and warerooms, 20 and 22 clannies. The subscribers offer for sale a large assortment of elegant plano-fortest manufactory and warerooms, 20 and 22 clannies. The subscribers offer for sale and of their best seasoned materials, by experienced mechanics, under our own immediate charge, and are unrivated in sweetness of tone and delicacy of took. Those at a distance, by specifying their wishes by letter in regard to style or quality of tone, may depend upon a faithful selection. All instruments warranted.

L. C. LEUCHTE, 14, 3 NEWTON.

PIANO FORTES.—A fine assortment of superior toosel Pianos, with and without Housing may be found at their New York Warerooms, 447 Broakway. A large supply of good second-hand Pianos for saie. WATERS & BERRY.

So Int. 447 Broadway, between Broad and Canal-sts.

PIANO-FORTES.—V. F. HARRI-SON, 23 Canal-st, offers for saie a splendid assortment of rose wood Piano-Fortes, of 7 octaves, with the latest improvements, and a superior instrument will picase call and examine previous to purchasing elsewhere.

PIANOS At TWENTY-FIVE to forty
per cent below usual prices. Dealers and
others in want of the most superior instrulinear of tone and finish, by an experienced
EUROPEAN MAKER, can save money by calling at BFRGUISES Manufactory, 40 Fifth-avenue, 512 1018

MISIC ON THE PIANO AND SINGING in the most thorough, scientific and expeditions manner. Torms, 8s to see teacher, Tribune Office.

Address E. M. music teacher, Tribune Office.

PIANOS FOR SALE AND TO HIRE, at 7 Barciay-st, opposite the Astor House from 6; to 7 octaves, in rosewood and mathematicales.

JAMES THOMPSON & CO. mail 3m. late Tallman & Randall.

DAY LINE FOR NEW-HAVEN.

The elegant steamer REINDEER, Capt.
A. Degroot, will leave New-York, foot of
Murray-st. every morning, Sundays excepted, commencing
Saturitay, Sept. 7, and returning, leave New-Haven at 1
o'clock P. M. Fare 75 cents. N. B.—For freight or pasage apply on board or at WILLIAMSON & VAIL'S, 164
West-St.

Westst.

CAMDEN AND AMBOY RAILROAD LINE for Philadelphia at 7
octock A. M. and 11 octock P. M. by
steamboat JOHN POTTER, daily, Sundays excepted, from
Pier No. 1 North River. Fare—Pirst class cars, \$1, second
a24 tf

class cars, \$2

STATEN ISLAND FERRY.—On and after June 1, 1850.—Leave New York at 7, 8, 9, 10, 11 A.M. and 1, 2, 3 lom, 4, 5, 6 and 7 o'clock P.M. Leave Vanderbil's Landing at 7, 9, 10, 11 A.M. and 1, 2, 3, 4, 5, 8 and 7 P.M.

271 If.

FARMS FOR SALE.

EXTENSIVE AND VALUABLE PROP-

FOR SALE OR EXCHANGE for city property, about six acres of land, on which is a new cot as

rabed fruit, good care and an analysis call on an array. For particulars call on au29 1m* G. F. BUTLER, 2 Spruce-st.

FASHIONABLE HATS.—Just finished, the most splendid article ever offered. Elegant French. Silk Hats at the low price of \$3, usually sold at \$4. Also, an article at \$2.50. Neat Hats at \$2. BROWN, aux6 1m². 158 Canal-st. one door from Sullivan

CHEAP HATS.—A new and fashiounble Mele-skin Hat for \$1.50; fine d., \$2; superfine do. \$2.50; best quality, \$3, at P. T. SMITH'S, 354 Pearlest, op-posite Frankfort-st.

THE LARGEST assortment of Bedsteads, beds, Matresses and Feathers ever offered for sele, at M. WHLLARDS. Warehouse, 150 Challamst, corner of particularly called to Willie's pairent right and lift screw bedstead, Old beds renovated; cots wholesale and retail, and 151 m.

BROOTS AND SHORS,—WATERBURY & SAMMIS, manufacturers and dealers, wholesale and retail at 199, 101 and 103 Catharinesst. We make attention to our large stock of Boots and Shoes, consisting of men's patent leather, French calf and Congress toots, Gaiters and patent leather, French calf and Congress toots, Gaiters and patent leather, Shoes of the most approved styles. Also, Ladies, Misses' and Children's Gaiters and Shoes of all kinds.

N.B.—California Boots manufactured by the trade. Orers executed at short notice.

and Threed's

JURS. O'MEARA'S PATENT ABDOM-INAL SUPPORTERS, for the cure of weak-lines, or rupture, cannot be surpassed. They are free from steel or brass springs, and with-out back pails. All letters (postpaid) promptly artended to. 148 Canalast.

FOR SALE—A spiendid pair of sixteen-hand bay horses just from the country, together with carriage and barness, will be sold low, together or separate, at RYERSON & HOWARD'S stable, 848 Broadway.

FOR EUROPE.

FOR EUROPE.

UNITED STATES MAILS TEAMERS BETWEEN NEW-YORK AND LIVERPOOL.—The shaps composing the line are the
ATLANTIC, Captain West;
PAGFIG, Captain Constock;
ARCTIC, Captain Constock;
ADRIATIC, Captain Constock;
ADRIATIC, Captain Grafton,
These ships having been built by confract expressly for
Government service, every care has been taken in their construction, as also in their engines, to insure strongin and
speed, and their accommodations for plassing from severy care the engine and speed, and their accommodations for plassing from Severy care the engine
ed for elegance or confort.

Price of plassing from New-York to Liverpool, \$130; exclusive use of extra size state-risinis, \$425.
An experienced surgeon will be atmiched to each ship.
No berth can be secured until paid for.
For freight or passage apply to.

EDWARD K. COLLINS, 56 Wall-st.

or to EROWN, SHIPLEY & CO. Liverpool.

The Pacific will leave Liverpool Sept. 11, 1850.
The Atlantic will leave Liverpool Sept. 12, 1850.
The Atlantic will leave Liverpool Oct. 30, 1850.
The Atlantic will leave Liverpool Oct. 30, 1850.
The owners of these ships will not be accountable for gold,
sliver, buillion, specie, jewelry, precious stones or metals,
unless bills of lading are signed therefor, and the value thereof therein expressed.

After the 1st of April next the rate of freight by the above
steamers from Liverpool will be materially reduced, jyl6 if

POUGHKEEPSIR LINE OF PRARGES.—The barge CLINTON, Captain Willsie, every Monday; EXCHANGE, Capt. Rosekrans, every Thursday; POUGHKEEPSIR. Capt. Hofman, every Saunday at 5 o'clock P. M. from foot of Murray-st. for passengers and freight.

The above barges are elegantly furnished with state-rooms and spacious and comfortable cabins, and are expressly fitted up for the comfort and convenience of passengers, and arrive at poughkeepsa; in time for the stages to Sbaron. Pine Plains and New-Milford.

For further information, apply on board the barges or to Williamson & Valle, let Wester.

FOR CALIFORNIA.

EMPIRE CITY LINE. THROUGH GRES, Saturday Sept. 28.—The splendid ship CRESCENT CITY, 1,500 tuns burden, Charles

THROUGH LINE FOR SAN FRANCISCO, VIA CHAGRES.—The new and favoring steamsings
CHEROKEE 1.500 tims. Captain H. Wimile,
PIHLADELPHIA 1,100 tims., Captain Robt. H. Pearson,
form the only direct line between New York and Chagres,
and, in connection with the United States Mail steam-packets
in the Parint, a semi-monthly line through to San Francisco.

HOWLAND & ASPINWALL, 54 South-st. N.Y.

riage
Passage from Panama to San Blas or Macadan. \$225 \$100
San Diego \$250 125
San Bringson. \$300 130
No stores to be landed will be taken as buggage. Charges of embarking and debarking and all personal port charges, including health fees and boat hire, to be paid by the passengers. No passage secured until paid for. Apply at the office of the Company, New-York, 54 South-st. \$271 If

THROUGH LINE

Vox

Vox

Direct, and by the U.S. Mail Steamers on the Pacific.—The splendid steamship PHILADELPHIA, Robert H. Pearson, commander, will leave her dock, Pier I North River, for Chagres direct, on Saurday, Sept. 23, at 3 o'clock.

The PHILADELPHIA and CHEROKEE are the only steamers running direct to Chagres, in connection with the United States Pacific Mail Steamers from Panama to Sun Francisco.

Passengers by the Philadelphia will connect at Panama with the splendid steamship Tennesseo. For passage ap
with the splendid steamship Tennesseo.

mail parcels received till 12 M. on the day of sailing cetter bags open till 25 o'clock.

arly application must be made for large lots crons reasonable.

nvoices must be duly certified at the Custom-House and died in with the goods.

E. B. SUTTON & CO. 14 4 w 21 Wall-st.

**INDEPENDENT LINE FOR SAN FRANCISCO via PANAMA.—The splendid steamship CONFIDENCE, Capt. Garnett, is expected to arrive at Panama about the 20th September, and will sail for San Francisco on or about the John Cotober. The steamer WH.SON G. HUNT will succeed the Confidence, and probably leave Panama during the month of November. For passage, which will be at reduced rates, apply to THOS HUNT & CO. 92 Williamst, N. Y. or SUCH SMITH & LEWIS, Panama.

CALIFORNIA PASSENGER AGEN-CY, 179 Broadway, New-York, is the mane-where passengers procure impartial informa-tion, and the select on of berlia and passage ficketa macure a direct through convey ance on the most surface terms. Information Circulars grains. Everybody is mytheir to send for one. Life insurance done on the mutual system Address, postage paid, at NOLD BUFFUM & CO. s16 2w.

FOR SAN FRANCISCO, CALIFORNIA—The A No. 1 new and fast dombie engine steamship UNION, Capt. James Marks, will leave this city for the above port, touching at Rio Jamero, Valparaso and Panama, on or about the 1st October next. t or passage, having elegant accommodations, ap-E. ZACHRISSON & CO. 37 Wall, cor of Water-st. or to F. LINCOLN & CO. 33 South Wharves, Philadelphia.

EXCURSIONS.

FOR SHREWSBURY LONG
BRANCH, (Ocean House,) PORT WASHINGTON, MOUNTS AND BROWN'S
DOCKS, (Middletown,) HIGHLAND DOCK, (when practeable) AND RED BANK.—The well-known steamboat
JOHN HART, Capit A. H. Hargerry, will leave west side
of Feck sin Pier, East River, as indiows:

LEAVE NEW-YORK,
Monday Sept 16. I. A. M. Monday, Sept 16. J. P. M.
Thesslay, 17. II Thesslay, 17. J.
Wednesslay 18. 12 M. Weinesday 18. J.
Thursday, 20. 6 Friday 21. J.
Saturday 21. 74 Saturday 21. J.
Saturday 21. 75 Saturday 22. 4
Monday, 22. 8 Sunday, 22. 4
Monday, 23. 6 Monday, 25. J. J.
Weinesslay, 24. 6 Monday, 25. J. J.
Weinesslay, 25. 7 Weenesday 25. 100
Weinesslay, 27. 7 Weenesday 25. 100
Weinesslay, 27. 7 Weenesday, 25. 100
Timesday, 30. 7 Thursday, 27. II
Saturday, 28. 12 M. Monday, 30. 100
Friday, 27. 7 Friday, 27. II
Saturday, 28. 12 M. Monday, 30. 100
Thesslay, Oct. 1. II A. M. Thesslay, Oct. 1 2 J. P.
Thesslay, 30. 10 Friday, 30. 10 Saturday, 21. M.
All persons are forbid trusting the above boat on account
of the owners.

FOR SHREWSBURY, LONG
BRANCH, (Ocean House,) PORT WASHINGTON BROWN SDOCK, Middletown)
MOUNTS DOCK, and RED BANK.—The popular steamer
FIDWIN LEWIS, Capt. J. P. Corlies, will leave Robinsonst Pier, North River, as follows:

Information apply to Brisson a Bidden stages will be ready to convey passengers to all parts of the country.

Editors
**Editors*
**Editors*
**Editors*
**Editors*
**Editors*
**Editors*
**Editors*
**Editors*

FOR BRIDGEPORT, VIA STRAT-FORD—Fare 50 cents—The steamer AN-SONIA, Capt. George Deming, will leave Peck allp every Tuesday, Tsursday and Saturday morning, as follows:
The bay, Sept. 3, at 11½ A.M. Thursday, Sept. 19, at 8 A.M. Thursday, Sept. 19, at 8 A.M. Thursday, Sept. 19, at 8 A.M. Thursday, 21, 28 Sammay, 2, 28 Thursday, 25, 8 Sammay, 12, 28 Thursday, 25, 8 Sammay, 14, 16 Sammay, 23, 9 Thursday, 17, 11 For particulars inquire of 52 lm THOS. LOCKYER & CO. 112 South-st.

BULL'S FERRY, TILLETUDLEM and FORT LEE.—The steamboat FRANK, Capt Rogers, will run as follows, landing at

Thirteenth-st:

From N. Y. foot of Spring st.

Monday, 10, 2, and 6.

Tuesday, 10, 2 and 6.

Thursday, 10, 2 and 6.

Thursday, 10, 2 and 6.

Thursday, 10, 2 and 6.

Sanday, 10, 2 and 6.

TRAVELING.

ENITED STATES MAIL LINE SAVANNAH AND KEY WEST—The spleadid steamship ISABELL, 1,000 tuns burden, commanded by Capt. William Rollins, will commence her regular trips on Monday, Oct. I, and sail regularly from Charleston, S. C. tor Havana on the 1st and 15th of each month, and from Havana to Charleston on the list and 23.

From Charleston and Savannah to Havana, \$40.

From Charleston and Savannah to Key West, \$30.

From Charleston and Savannah to Key West, \$30.

From Connections apply to
SPOFFORD, TILESTON & CO. 43 South-st.
In Charleston to M. C. MORECAL.
Agents in Havana, DRAKE, BROTHERS & CO.
Passengers leaving Havana by this ship can reach Balttmore by the land route the fifth day, or, by meeting the
steamer Southerner, reach New York in same time.

77

Mannaroneck, Ree, Port Chester, Greenwich, Stanford, Onrien, Norwalk, Westport, Southport, Fairfield, Bridgeport,
Stratford, Millord and New-Haven. Passengers from the
Way-Stations for Aluny, and the Stations on the Housatonic
and Naugatuck Railroads, will take this train and stop at
Bridgeport. Passengers from Way-Stations for Boston, Providence. Worcester, Hartford, Springfield and Gomesticat
River Railroads, will take this Train and join Express Train
at New-Haven.

2. Express Train at 8 o'clock, A.M. for Stanford, Bridgeport, Albany and Housatonic Railroads, New-Haven, Hartiort, Springfield and Connecticat River Railroad, Worcester, Providence and Boston.

3. Accommodation Train at 9 A.M for New-Haven, Plantornediate Stations, Hampden, Cheshire, Southington, Planville, Farmington, Avon, Tarifytile, and Colimsville, Middictown, Hartford and Springfield.

4. Express Train at 3 P.M. for Stamford, Norwaik, Bridgeport, and Housatonic and Naugatuck Railroads, New-Haven,
and Stations on the Canal Railroad, Hartford, Springfield,

3. Accommodation Train at 4 P.M. for New-Haven and all
the intermediate Stations.

4. Commutation Train at 5 be P.M. for Bridgeport and intermediate Stations.

5. Accommodation Train at 5 be A.M. from Bridgeport, stopping at all intermediate Stations, receiving passengers
from Naugatuck Railroad at Bridgeport.

5. Accommodation Train at 5 5 A.M. from New-Haven,
stopping at all intermediate Stations, receiving passengers
from Naugatuck Railroad at Bridgeport.

5. Accommodation Train at 10 P.M. (in connection with the Express Train from Boston) from New-Haven, stopping at all intermediate Stations, receiving passengers
from Naugatuck Railroad at Bridgeport.

5. Accommodation Train at 10 P.M. (in connection with the Express Train from Boston) from New-Haven, stopping at
Bridgeport and Stanford, receiving passengers from the
Housatonic Railroad at Bridgeport.

5. Accommodation Train at 10 P.M. (in connection with the
Express Train from Boston) from New-Haven, Bosto

MORRIS AND ESSEX RAIL-ROAD PASSENGER TRAIN, UP. Leave New York foot of Cortinos 8 A. M. and 42 P. M.; Leave Newark 32 A. M. and 5; P. M.

5] P. M. PASKINGER TRAINS DOWN.—Leave Dover 6 15 A. M. and 1 45 P. M.; Morristown, 6 59 A. M. and 2 25 P. M.; Madison, 7 50 A. M. and 2 40 P. M.; Summit, 7 20 A. M. and 3 35 P. M.; Molville, 7 30 A. M. and 3 15 P. M.; Orange, 7 59 A. M. and 3 55 P. M.; Egyptic 10 1.

son, 7.50 A. M. and 2.40 P. M.; Summit, 7.20 A. M. and 3.50 P. M.; Millyille, 7.30 A. M. and 3.15 P. M.; Orange, 7.50 A. M. and 3.55 P. M.

FREIGHT THAIN.—Leave Dover 2 A. M.; Leave New-York 11.20 A. M.

ORANGE HORSE CAR.—Leave Orange 7 A. M. and 1.30 P. M.; Leave New-York 11.30 A. M. and 5.14 P. M.

P. M.; Leave New-York 11.30 A. M. and 5.14 P. M.

Passengers by these trains are received and delivered encit way at North and South Orange, Millyille, Summit, Chutham, Madison, Morrisova, Morris Phans, Danville, Rockaway and Dover, stages connecting with the A. M. passenger train leave for Suckasamy, Stamhope, Newton, Hacketstown and Hope, daily; Millord and Owego on Mondays, Wednesdays and Fridays, and for Sparta, Johnsonburg, Biaristown, Columbia, Delaware Water Gap, Stongsburgh, continuing to the Lackawaman Works, passing through Bartonyille, Stamhope, (Pa.) Smith's Tavern, Neagiesville, Chiton, Dunmore, Hyde Park to Providence, on Thesdays, Thorsdays and Saturdays, and relarming meet the P. M. trains for New-York.

At Denville stages leave for Powerville and Boonton on the arrival of the A. M. and P. M. Trains from and meet the A. M. and P. M. trains for New-York.

At Morristown stages leave on the arrival of the A. M. passenger trains for Mendiam, Chester, Schooley's Mountain, Washington, Belvidere and Easton, daily, and meet the P. M. train for New-York.

Change of Hours, commencing July 8.

**Change of Hours, commencing July 8.

Change of Hours, commencing July 8.

RAMAPO AND PATERSON
RIVER RALLROADS.
Leave Suffern's Depot at Leave New-York at 70 clock 30 min. A. M. 16 o'clock 30 min. P. M. 15 o'clock 45 min. P. M. 16 o'clock 45 min. P. M. 16 o'clock 10 min. P. M. 17 o'clock 10 min. P. M. 18 o'c

PATERSON TRAINS.
Leave Paterson at
7 O'clock A. M. Market-st.
12 o'clock M. Paterson Depot.
44 O'cleck P. M. Paterson Depot.
7 O'clock P. M. Market-st.
5 O'clock 15 minutes P. M.
5 O'clock 15 minutes P. M.

FOR KEYPORT, MIDDLETOWN POINT AND FORT HAMILTON—Scenner CHINGARORA leaves Chambers at pier daily, Sindays excepted, at 4 o'clock P. M. and returning, leaves Keyport at 8 o'clock A. M. and Fort Hamilton 9 15 A. M. Fare to Keyport 25 cents; Fort Hamilton 124 cents. BUFFALO AND CINCINNATI.

The spientid low-pressure steamer EMfor Sandusky City every Wednesday and Saurday evenit at 9 o'clock, or on the arrival of the express train frost
All any, connecting with the Railroad to Clucianani. Returning, leaves Sandusky City, every Tuneday and Friday
morning at 8 o'clock

TRAVELING.

NEW-YORK & ERIERATI

stations, arriving at Corning the same evening at 10 15 o'cle. Way Trains at 43 P.M. for Ouselhe and all intermediate stations.

Night Express Trains at 64 P.M. for Ouselhe and all intermediate stations.

Night Express Trains at 64 P.M. stopping at Pletronott. Softerns, Chester, Gosben, Middletown, Port Jervis, and all the stations west of Port Jervis. Passengers for Buffale by this train proceed to Geneva, dime there, and take the Express Train from Albany, arriving at Buffale same evening. Passengers for Illing, and the was Cappa Lake, take the cars of the Cayaga and Susquebanaa Railroad at Owego, which leave immediately on the arrival of the Eric trains. Passengers for Tloga and Lycoming capates. Plantisch the cars of the Corning and Bossburg Railroad at Corning. Stages leave Narrowsburg, Deposit, Lanesbore, Brighamton, Owego, Waverly, Cactoryulle, Jemira and Corning on a Train for the trains.

Express Train leaves Geneva at 543 A.M. stopping at Elmira, Waverly, Factoryville, Owego, Bunchun, Lanesboro, Deposit, Narrow sburg, Port Jervis, Middletown, Chester and Sufferns, striving in New York at 84 P.M. stopping at all the stations, and arrives in New York at 84 P.M. suppling at all the stations, and arrives in New York at 84 P.M. and Corning at 54 A.M. stopping at all the stations, and arriving in New York at 84 P.M. and Corning at 54 P.M. stopping at all the stations, and arriving in New York at 14 A.M.

Way Train leaves Outstille at 55 A.M. stopping at all the stations, and arriving in New York at 14 A.M.

Way Train leaves Outstille at 55 A.M. stopping at all the stations, and arriving in New York at 14 A.M.

For Aspecial Train on Monday morning leaves Port Jervis at 4 & A.M. stopping at all the stations, and arriving in New York at 10 A.M.

Night Express Train on Monday morning leaves Port Jervis at 4 & A.M. stopping at all the stations, and arriving in New York at 10 A.M.

Night Express Trains to the West.

Freight for Geneva, Rochester and Buffalo, and all places West, takes the state of the A.M. Superi

my25 if SOCLOCKLINE
FOR HI DSON and
INFERMEDIATE
LANDINGS.—The strambout HUDSON, Capt. Wm. H.
Mellen, will leave the strambout HUDSON, Capt. Wm. H.
Mellen, will leave the strambout HUDSON, Capt. Wm. H.
Bla. Capt. C. F. King, on Threshy, Thursday and Sanutday,
at 5 o'clock, connecting with the stages at Nowburgh, Kingaton and Catskill.
HUDSON AND BERKSHIRE RAILBOAD—The passenger
trains of this Road, after March 23, will leave Hudson and
West Stockbridge daily (Sindays excepted) as follows:
Leave Hudson at 7 A.M. and 24 F.M. and West Stockbridge at 7.A.M. and 4 F.M.
Frieght trains, with passenger car attached, will leave
Hudson at 11 A.M. and West Stockbridge at 10 30 A.M.
Tassengers by the morning train from West Stockbridge
may take the day boat for New York, or the boat for Poughkeepsic, and thence by ratiroad to New York, by 2 P.M.
Fare by latter route from Hudson not exceeding \$1.25.

Passengers by the evening train will find the steamers GOLUMBIA and HUDSON always waiting for them, and the
fare of those boats will be as low as any other evening boat
on the river—from 30 cts. downward, as the line boats may

HUDSON RIVER RAILROAD.

NEW YORK TO ALBANY, by Rainroad And Steamhoats.

SUMMER ARRANGEMENT, 1859.

On and atter Tuesday, May 21, the passenger trains will run as follows, (Sondays excepted.) connecting at Poughekeepste with the finat-sailing steamers NEW WORLD, ALIDA, JOSEPH BELKNAP and SOUTH AMERICA, tunning to and from Albany, and touching at the usual intermediate landings.

LEAVE NEW-YORK, GOING NORTH,
From the Office in Hudson-at, near Chambers-at,

LEAVE NEW-YORK, GOING NORTH,
From the Office in Hudson-st. near Chambers-st.

At 7 A. M.—Way train for Albany, stopping at all way
stations on the railroad, and connecting at Poughkeepste
with steamer JOLEPH BELKNAP, which will land at
Hyde Park, Kingston, Barrytown, Tivoh, Malden, Catakil, Hudson, Coxsackie, Survesant and New-Baltimore,
and arrive at Albany at 3 P. M.

At 8 15 A. M.—Express train for Albany, stopping at
Yonkers, Dobbs Ferry, Dearman, Tarrytown, Sing-Sing,
Peckskill, Garrison's, Cold Spring, Fishkill, New-Hamburgh, and connecting at Poughkeepsie with the NEW
W(RLI) or ALIDA, which will land at Kingston, Malden,
Catskill, Hudson and Coxsackie, and arrive at Albany at
50 P. M.

Carshill, Hudson and Coxsackie, and art 4 50 P. M.—For freight and passengers to Poughkeepsie, stopping at all way stations.

At 3 P. M.—For passengers to Poughkeepsie, stopping at all the tray stations.

At 4 P. M.—For passengers to Peekskill, stopping at the At 4 P. M.—For passengers to Peekskill, stopping at the stations.

At 1 f. M.—Foodintermediate slations:
At 4 45 P. M.—Express train for Albany, stopping at
Youlers, Dobbs Ferry, Dearman, Tarrytown, Sing-Sing,
Peckskill, Garrison's, Colid Spring, Fishkill, New-Hamburgh and Milnor Ferry, connecting at Foughkeepsie with
the steamer SOUTH AMERICA, which will had at HydesPark, Kingston, Barrytown, Thyoli, Maiden, Galskill, Hadson, Coasackie, Stuyvesant and New-Baltimore, and arrive
at Albans at 1 A. M.
At 6 P. M.—For Passengers to Poughkeepsie, stopping
at all the way stations.

at all the way stations.

LEAVE POUGHKEEPSIE, GOING SOUTH.

At 0 10 A. M.—For New-York, stopping at all the way At a 10 A. M.—For New-York, stopping at all the way stations.

At 7 A. M.—For freight and passengers to New-York, stopping at all way stations.

At 7 A. M.—For New-York, stopping at all the way stations except Croton, Verplanck's, Tuby Hook and Onshundred-and office-geometric.

At 11 45 A. M.—For New-York, stopping at all the way stations except Croton, Verplanck's, Tuby Hook and Onshundred-aves there at 7 A. M. stopping at New-Hamburgh, Fishidl, Cold Spring, Garrison's, Peekskill, Sing-Sing, Tarrytown, Dearman, Dobbs Ferry and Yonkers.

At 4 P. M.—Or on arrival of steamer from Albany, which leaves there at 11 A. M. stopping at all way stations except Low-Point and Verplanck's.

At 3 30 P. M.—Or on arrival of steamer from Albany, which leaves there at 3 45 P. M. stopping at all way stations on signal.

LEAVE PEEKSKILL FOR NEW-YORK.

At 6 15 A. M.—Stopping at all way stations.

Passengers will promote their convenience and safety by observing the following rules: 1st, Give particular directions to the baggage man where your baggage is to be delivered, that he may mark it accordingly, and thereby avoid mistakes and delays; 2d, procure your tickets before entering the care.

The Complex of the Army Mark Arrangement.

At MERC ARRANGEMENT.

CAMDEN AND AMBOY RAIL-

SUMMER ARRANGEMENT.

CAMBEN AND AMSOY RAILROAD.—Change of Hour, and an additional Line from New York to Philadelphia via steamboat to Camden and Philadelphia.

On and after Turristlay, 11th April, the first line will leave pier No. 1 North River, at 7 A. M. taking cars at South Amboy for Canden and Philadelphia, stopping to take up and let down passengers at the usual intermediate piaces, arriving in Philadelphia about 12 noon.

Second Line leaving as above at 1.30 P. M. and running as by morning lines, arriving in Philadelphia about 6.30 P.M. Fare through, by either line, \$3.

Forward deck passage, \$2.

Breakfast and dinner provided on board steamboat John Potter.

Breakfast and dinner provided on the stage at West's.
Potter.
Pussengers for Freehold will take the stage at West's.
Fare from New-York to Freehold. 374 cents.
EMIGRANT LINE.
Leaves by steamer TRANSPORT. Capt. J. Gould, at \$1 o'clock P. M. Fare \$1.50. 50 lbs. of baggage allowed each passbuger, to be carried at the risk of its owner, but entitled in the control of the risk of its owner, but mothing will be received or considered as baggage morps, wearing apparel. NEW-YORK AND PHILADELPHIA

NEW-YORK AND PHILADELPHIA.

DEPTH A DIRECT—U. S. MAIL,

LINY.—Hought it is boung via NewLINY.—When the four of for second class.—Leave New-York at 6 A. M. from tool of for second class.—Leave New-York at 6 A. M. from tool of Cordand-st, and at 9 A. Alphabet 19 A. M. and 5 P. M. Liberty-st. Leave Philadelphia at 6 and 9 A. M. and 5 P. M. built 3 in from foot of Walnates.

DAY LINE FOR NEW-HAVEN—

DAY LINE FOR NEW-HAVEN—

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